



# FAA Intercom

## Good News, Bad News on Budget Front

President Clinton's signing of the FAA Reauthorization Bill last month provides the agency some breathing space for its budget, but does not quell major concerns over funding for FAA operations.

The bill authorizes \$40 billion over three years for four FAA accounts: Operations, the Airport Improvement Program, Facilities and Equipment, and Research, Engineering and Development.

In voting to reauthorize, Congress essentially gives the FAA the green light to proceed with its programs and seek funding for them. Mechanisms are provided in the bill to guarantee that \$18.5 billion of the \$40 billion authorization will be spent over the next three fiscal years on AIP and important Facilities and Equipment programs like STARS and Free Flight.

What's missing from this reauthorization bill, however, is guaranteed funding for day-to-day operations, including employee salaries and benefits included under the FAA's Operations account. Funding for the Operations and Research, Engineering and Development accounts will have to compete with other DOT programs for funding during the annual appropriations process.

Both Clinton and Administrator Jane Garvey have expressed hesitation about this lack of guaranteed funding for

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## High Winds Can't Blow FAA Off Stride



An ASR-9 radar antenna dangles precariously after being ripped from its pedestal during severe weather in Boston.

The FAA responded in record time to an air traffic control emergency at Boston Logan Airport, replacing a complex radar system after it was felled during high winds associated with severe weather.

Cooperation among various FAA lines of business and regions, the Massachusetts Port Authority, U.S. Air Force and airlines resulted in a stellar effort that saw a replacement ASR-9 radar antenna airlifted in from Oklahoma City, reassembled, tested and put back on line in less than two and a half days. The normal planned replacement time is three to five days.

"It's amazing how many different elements we tapped into and received support from," said John Zalenchak, assistant manager for Airway Facilities in the New England Region, who headed up the replacement effort.

The incident occurred about 4:30 a.m. on Saturday, April 22 when the one-ton radar array was sheared off its pedestal, leaving it dangling by a few brackets and cables above the ASR-9 equipment building, essentially the heart and soul of primary radar coverage for Boston Logan. Airway  
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## News in Brief

### One Million Served

Chicago O'Hare Tower set a record April 6 when it handled its millionth consecutive operation without an error. The record was established over a 13-month period that featured nearly every type of weather.

"It was a really rough summer a year ago," said Pete Salmon, tower manager. Severe weather often punctuated by thunderstorms and equipment changes in the en route structure led to record delays and increased stress on the air traffic control system. Still, tower employees performed flawlessly. "I just can't believe they did it error free," Salmon said. "It was something to watch."

Salmon received an award on behalf of the tower staff from Great Lakes Region officials.

### Mentoring Small Business

The FAA has developed a mentoring program to expand its base of minority contractors.

The Mentor Protégé program invites FAA prime contractors and subcontractors to assist or partner with small, socially and economically disadvantaged businesses, historically black colleges and universities, minority institutions, and women-owned small businesses.

Steven Zaidman, associate administrator for the Office of Research and Acquisitions, said the program is an opportunity for FAA contractors "to reach back and help those who want to become competitive and bid on high-tech, aviation-oriented contracts."

To be a mentor, a contractor must be eligible to receive federal contracts. Mentors may be large or small businesses. To be a protégé, firms must be socially and economically disadvantaged, and be eligible to receive federal contracts. Firms must also

be certified as "small" in the Standard Industrial Classification Code for the services or supplies provided.

The Mentor Protégé program guide is located on the Internet at [www.faa.gov/sbo](http://www.faa.gov/sbo).

### Corpus Christi Tower/TRACON Project Begins

The FAA broke ground in Corpus Christi, Texas, for a new tower and terminal radar approach control facility.

The \$50 million project includes a 130-foot tower that will house 55 air traffic controllers, 26 technicians, supervisors and staff.



Leverenz speaks at groundbreaking ceremonies for the new Corpus Christi tower and TRACON project. Listening is Sen. Phil Gramm (R-Texas).

The tower will provide control and other services for civilian and military flights as far away as Mexico. It also exercises control authority and provides radar services for seven airport traffic towers in the coastal bend of Texas.

Ruth Leverenz, assistant administrator for Region/Center Operations and Southwest Region administrator, hosted the event, attended by U.S. Rep. Solomon P. Ortiz (D-Texas) and Sen. Phil Gramm (R-Texas).

### FAA Awards ILS Contract

The FAA awarded a \$22 million contract to Airsys ATM Inc. for as many as 105 Mark 20A Instrument Landing Systems. The new systems will dramatically improve the ability of pilots to land in poor visibility and increase airport capacity.

ILS provides vertical and lateral guidance to aircraft during final approach and landing.

The contract is for Category I ILS equipment, which can provide guidance down to minimums of 200 feet above the runway and a visual range of 2,400 feet.

ILS allows pilots to descend to lower altitudes before making the decision to land, improving the safety of airports. The contract provides for as many as 15 systems in the first year of the contract and as many as 45 in each of the two option years.

### On-Line Public Forum Proves Successful

The Office of Commercial Space Transportation hosted the FAA's first-ever on-line public forum to solicit opinions on issues related to small-scale rocketry.

Commercial Space is reviewing more than 300 comments e-mailed to the FAA by hobbyists, educators, launch companies, state and local governments, and the general public.

Patricia Grace Smith, associate administrator for Commercial Space Transportation, said the on-line forum allowed her office to gain important insight from a diverse group of people. She said on-line forums help the agency develop straightforward, common sense rules.

Since 1988, small-scale rockets have grown in power and sophistication. The FAA wants early input from customers to ensure current regulations can be updated to meet rapid changes in technology.



### Garvey to Speak at Small Business Conference

The FAA will have a major presence at the small business procurement training conference in Oklahoma City, May 24-25.

FAA Administrator Jane Garvey will be keynote speaker at the conference's opening luncheon. Procurement officials from each FAA region and center, and Washington Headquarters will participate in the event, which emphasizes opportunities for small and disadvantaged businesses. The conference is hosted by the FAA's Mike Monroney Aeronautical Center, Office of Acquisition Services.

For conference information, call Federal Small Business Technology Council, Inc. at (800) 878-2940, ext. 227 or 238, or go to the Aeronautical Center's procurement Web site at [www.mmac.jccbi.gov/amq/](http://www.mmac.jccbi.gov/amq/). Select AMQ-100A Small and Disadvantaged Business Utilization Office, then scroll down and select the announcement.

### Runway Incursion Meetings Continue

The FAA is hosting meetings around the regions to identify immediate actions to improve runway safety.

Upcoming regional sessions include: New England on May 16-17; Southwest, May 17-18; Alaskan, May 19; Eastern, May 23; Great Lakes, May 24-25; and Southern, May 31-June 1.

In addition to the regional sessions, some of the regions have been taking additional initiatives such as the Philadelphia Flight Standards District Office, which will host a meeting with the U.S. Air Force on runway incursions at McGuire Air Force Base in New Jersey.

A human factors workshop will be held in June, followed by the National Summit on Runway Safety in Washington, D.C.

### Reaping the Successes of GAIN

The fourth Global Aviation Information Network conference will be June 14-15 in Paris, France. Products developed as a result of GAIN will be the focus of this year's event. The products are designed to collect and use information to improve safety.



About 250 aviation safety professionals are expected to attend the conference, which also will feature sessions on the economic benefits of airline safety programs; best safety practices for aviation operations; global safety information sharing systems; methods and tools for analyzing safety data; and reducing obstacles to collecting and sharing safety information.

For more details, access the GAIN Web site at [www.gainweb.org](http://www.gainweb.org).

### Savings Bond Drive Begins

The 2000 FAA U.S. Savings Bonds Campaign is underway. This year's theme is "Creating a New Century of Savings." The campaign runs through May and is chaired by the Office of Civil Rights.

This year's bond drive features traditional Series EE Bonds, earning 5.19 percent at press time, and new inflation-indexed Series I Bonds sold at face value and earning 6.98 percent at press time.

Employees may sign up for Savings Bonds, and make changes to their present allotments by using Employee Express (see box on page 5).

### New Tower at Las Vegas Airport

The FAA broke ground last month for a new air traffic control tower at North Las Vegas. The location at the east side of the airport will enhance controllers' ability to monitor aircraft movements.

Bill Withycombe, FAA Western-Pacific regional administrator, said the new tower is the first of its kind to be built and will become the standard for all medium-level control towers around the country. "This new standard design will help us cut costs and be more efficient as we continue to modernize the nation's air traffic control system," Withycombe said.

North Las Vegas Airport is the primary general aviation facility in Clark County. It is a center for pilot training and Grand Canyon tour flights, and the second busiest airport in Nevada.

### Sea-Tac Tower, Too

Seattle-Tacoma International Airport also broke ground on a new \$19.6 million tower that will stand twice as high as the present one. The tower should begin operation in the summer of 2003.

Northwest Mountain Regional Administrator Larry Andriesen said the 233-foot tower and state-of-the-art technology will allow controllers to operate more efficiently as they handle nearly 1,200 takeoffs and landings each day.

### Corrections

The User Request Evaluation Tool mentioned in the April 2000 issue of *FAA Intercom* ("Looking 20 Minutes into the Future, p. 9) is a prototype that was showcased for airlines. The FAA dedication at the Memphis Center was solely for the Display Replacement System.

The *FAA Intercom* misidentified Ed Fens' location ("Houston, We Have a Winner, p. 12). He works at the Houston Center.



# Core Compensation – A New Reality for 6,500 Employees



The FAA entered a new era April 23 with implementation of its hotly debated Core Compensation Plan.

On that day, approximately 6,500 FAA employees converted to the new compensation system, joining

1,200 employees in the Office of Research and Acquisition who have been under the Core Plan pilot since July 1998.

Those under the plan will see changes in their paychecks and statements of earnings and leave on May 20 (see comparisons below). Each of these employees will also receive a notification of personnel action — or Standard Form 50 — documenting their conversion.

Following is a breakdown of changes:

**Pay:** Most of the converted employees will see an increase in pay as a result of the within-grade “buyout.” Some employees also will see an increase in their base pay rate to reflect the “roll-in” of the 5 percent operational differential premium pay (also referred to as ATRA pay). A few employees

will see an additional adjustment if their salaries are raised to meet the minimum rate for their pay bands.

**Pay Plan Code:** Forget the old FG and FM designations. Employees in the Core Plan are designated FV. FV doesn’t stand for anything — it’s simply a 2-character code used by the agency’s automated personnel and payroll systems to identify positions in the Core Plan.

**Series:** Job series for most employees remain the same under the Core Plan.

However, some employees were moved to a new series based on the Core Plan design, which eliminates certain series and consolidates them into others. Some employees were moved to a new series based on the results of an extensive review of positions prior to the conversion.

**Grade/Level:** On statements of earnings and leave and SF-50s, employees in the Core Plan will see their previous FG or FM grade replaced with the appropriate pay band, such as “E” or “J.”

**Step:** Since the Core Plan pay bands do not have steps like the FG system, employees

will see the step on their statements of earnings and leave and SF-50s indicated as “00.”

**Remarks:** SF-50s will contain several remarks to help the employee understand the changes. For example, employees who receive a within-grade buyout or other pay adjustment at the time of conversion will see remarks indicating their new pay rate reflects the appropriate adjustments.

Employees who have a pay rate above the pay band maximum as a result of conversion will see a remark indicating that they are covered by the “grandfather” provision. This means future Organizational Success Increases and Superior Contributor Increases will be paid as base-pay increases rather than lump-sum payments.

**Executive Pay Plan:** FAA executives who are not political appointees were also converted to a new Executive Compensation Plan. Like the Core Plan, the executives’ plan is a performance-based pay plan. Its objectives are to help the agency attract and retain quality leadership, achieve agency goals, and reward superior results.

Look for more information on the executives’ new pay plan in the June issue of the *FAA Intercom*.

Before Conversion	STATEMENT OF EARNINGS AND LEAVE													
	PP				PP End Date				SCD				Blk	GR
	15	07	18	98	01	16	92	31	11	04	E	43,197.00	20.70	25.70
After Conversion	STATEMENT OF EARNINGS AND LEAVE													
	PP				PP End Date				SCD				Blk	GR
	16	08	01	98	01	16	92	31	G	00	E	43,851.00	21.01	25.70



## TSP Open Season Begins this Month

Employees who want to save for retirement have from May 15 through July 31 to invest in the Thrift Savings Plan. During that period, eligible FAA employees may enroll in TSP, alter their contribution amounts or change the funds in which they invest.

There are three funds. The Government Securities Investment (G) Fund invests in short-term, risk-free U.S. Treasury securities. The Common Stock Index Investment (C) Fund invests in a stock index fund that tracks the Standard & Poor's 500 stock index. The Fixed Income Index Investment (F) Fund is invested in a bond index fund that tracks the Lehman Brothers U.S. aggregate bond index. Contributions to the TSP are tax deferred until withdrawn.

TSP enrollment and changes may be made using Employee Express (see the box below) or by submitting a TSP-1 form to the employee's servicing human resource management division. Employees should use only one method to make changes or enroll. Employees about to retire, separate from federal service, or transfer to another agency should contact their servicing human resource management division to make open season changes rather than using Employee Express.

### Differences Between FERS and CSRS

CSRS employees may contribute up to 5 percent of their base salary to TSP. Unlike FERS employees, they receive no matching funds from the FAA.

FERS employees may contribute as much as 10 percent of their base pay up to the IRS limit of \$10,500 annually. The FAA automatically matches one percent of any FERS employee's base pay, whether or not the employee is currently contributing to his or her TSP account.

FERS employees currently contributing to their TSP accounts receive additional matching funds from the agency. The first 3 percent of their contributions is matched dollar for dollar. The next 2 percent is matched 50 cents on the dollar.

## FEGLI Coverage Kicks In

FAA employees should be aware that insurance coverage they elected to take during the Federal Employees' Group Life Insurance (FEGLI) open enrollment period last year became effective April 23.

However, employees who made an election during "FEGLI 99" — last year from April 24 through June 30 — had to meet certain requirements as of April 23, 2000.

For instance, a full-time employee must have worked at least 32 hours during the pay period ending April 22, 2000. A part-time employee must have worked at least half of his or her regular schedule. An intermittent employee or employee without a regular schedule must have worked at least half of the hours customarily worked in a pay period.

Employees who did not meet these requirements for the pay period ending April 22 will have coverage delayed until the pay period following one in which they meet the requirements. Premiums will not be withheld from pay until coverage goes into effect.

In addition, effective May 7, a change occurred in FEGLI's age bands and premiums for Option C, Family Coverage. Employees age 60 through 64 pay \$2.60 per multiple for this coverage (this is a new age band, but there is no increase in cost).

The rate for employees aged 65 through 69 is \$3 per multiple and those aged 70 and older now pay \$3.40 per multiple.

Movement to a new age band and the resulting increase in premiums for all optional FEGLI coverage (at ages 35, 40, 45, 50, 55, 60, 65, and 70) occurs the first day of the pay period following the birthday.



For more information, FAA employees may visit the Office of Personnel Management's Web site at [www.opm.gov/insure/life/index.htm](http://www.opm.gov/insure/life/index.htm), or call their Human Resources benefits office.

### Express Yourself!



Want to make Savings Bonds and Thrift Savings Plan elections and changes in the fastest, most efficient way?

Then using Employee Express at Internet site [www.employeeexpress.gov](http://www.employeeexpress.gov) is the way to go! Employee Express is available 24 hours a day, seven days a week. It's convenient, secure, user-friendly, and right at your fingertips.

Lost your PIN? Call the Employee Express Help Desk at 912-757-3030.





# Providing a VOICE for FAA Employees

*The VOICE (Virtual Organization for Improving Communications Excellence) group was formed nearly one year ago to improve communication between employees, and between employees and management. Representatives from the lines of business and offices reporting directly to the administrator make up its membership. VOICE reports directly to the administrator.*

*In a recent interview, Jerry Lavey, the FAA's internal communications officer and head of VOICE, discussed the group's progress in improving communications and its agenda for the upcoming year.*

## **What has VOICE accomplished over the past year?**

It's pretty hard to measure communications, but ultimately we will have to and we have some metrics in place to start that process.

We've got a lot of the framework and internal processes in place and that took a lot of work. The main accomplishment, I think, is that we've got the lines of business talking to each other for the first time regarding communications, at least at the corporate level and in a formal way.

I think we've also identified some of our communications problems and how to deal with them. We're also doing a weekly report, *AOA Highlights*, from the administrator's office that has helped to disseminate corporate information and get a dialogue started with employees throughout the agency. But, we've got a long way to go.

## **What are some of the problems?**

The biggest problem with communication is that people think they're already doing it. But, often they confuse dispensing data or information with communicating. Traditional approaches to communications don't work. We have a trickle-down theory where the

administrator takes an action and that goes to the associate and assistant administrators and they flow that information down through the organization and everybody in this perfect world would be informed. Well, that doesn't work very well.

Experience tells us we need to get first-line supervisors on board. They're the important part in this communications link. People want face-to-face communication.



Jerry Lavey

the regional administrators play a really key role in communications, and we have established a dialogue with them. And we have just established a toll-free information number for employees. That's a step forward.

## **What's the purpose of the toll-free information number?**

A VOICE survey showed many employees don't have e-mail. We need to reach them, and so we established a free telephone number (1-877-888-4325) that people can call and in two minutes get a quick briefing about what's going on at Headquarters and the agency. We update it every Wednesday and we try to make the broadcasts pertinent but humorous.

One of the keys to that process is getting feedback so we can find out what people want and need to hear. We've established a feedback site on the FAA's cc:Mail system at 9-AWA-AOA-VOICE to hear employees' opinions.

They want to get information primarily from their supervisors, not from headquarters. People tend to mistrust corporate headquarters, whether it's government or industry.

What the VOICE group is trying to do is involve the supervisors. We also think

## **What was the rationale behind VOICE's Executive Listening Sessions?**

One of the things the Employee Attitude Survey showed is that executives don't have a good idea of what's going on outside of Washington. They need to pay attention not just to the people at Headquarters, but those in the regions. Traditionally, when executives go out to the regions, they spend a lot of time telling employees what's going on in Washington. That's one of the dynamics we want to change. So we had executives visit the regions and centers and basically listen.

The big thing is what kind of expectations do employees have of these sessions. That concerns me and that's what we're trying to focus more of our attention on now. At a minimum we wanted to make executives more sensitive to what's going on, getting them more in tune with the entire FAA workforce.

## **What does VOICE have planned for the future?**

We're trying to get a lot of vehicles in place to communicate. We need to get people hooked up to the Intranet and Internet so they can get access to information. That is one of the great enablers of internal communications.

We also need to provide a vehicle where employees can feel free to comment without fear of reprisal. One of the technological areas available to do that is chat rooms. We're looking to see what we can do in that area.

But making the cultural change, making people want to communicate, is our biggest challenge. We believe that the more information you give, the more power you have, not the opposite.



## At Mid-Point of Garvey's Term, Budget Issue Looms

### What can managers and employees do to improve communication?

First of all, I think people need to understand that communication is not some kind of arcane science. And it's not primarily about technology, about getting new communications technology in place. It's mostly about attitude. Basically, it's about wanting to share information. Once you start with that attitude, that you're going to share as much information as you can, many of the other barriers break down.

Forget about using information as a weapon, or as power. Once you get through that first wave of resistance, which is mostly in your own mind, communication occurs naturally.

### Speak Up!

Want to have a voice in VOICE? FAA employees who wish to express a concern or offer a suggestion about communication in the FAA may contact their representatives on VOICE by calling (the following numbers all use the 202 area code) or cc:Mailing them.

ARP	John Moran	267-8415
ABA	Ann Hoffer	267-3856
AVR	Bob Hawk	493-4992
AST	Chuck Kline	267-7815
ACS	Courtney Tucker/ Terry Kraus	267-7712 267-3854
ARA	Dave Kerr	493-4437
ACR	Duke Taylor	267-3271
AAF	Evelyn Brackman	267-7481
AOA	Gerald E. Lavey	267-9499
API	Juergen Tooren	267-9092
ARC	Lorraine Berry	267-5852
ATS	Norma A. Lesser	493-4261
AAT	Patrice Allen-Gifford	267-8357
AGI	Quentin Burgess	267-3277
AHR	Tom Novak	493-4544

February marked the halfway point of Administrator Jane Garvey's 5-year term. In a recent address to the Aero Club of Washington, the administrator offered some observations on the past, took a confident look into the future, and commended the efforts of FAA employees.

With perhaps one exception, Garvey sounded upbeat. "[Aviation] is an extraordinary industry that is transforming the world we live in. How lucky we are to be part of its history — even luckier to participate in its making," she said.

She tacitly acknowledged the strain of constantly being in the public eye and dealing with the conflicting agendas of different oversight agencies, as well as the slow pace of change. Addressing the last point, Garvey emphasized the need to cut through the layers of caution that have slowed progress in the past. "At some point, further debate or reflection becomes marginal and delay becomes a *de facto* decision. There is a real art to knowing when we have enough information to move forward," she said, reiterating the need for a sense of urgency without succumbing to impulsiveness.

Garvey linked the agency's ability to accommodate growth in aviation with President Clinton's signing of the Reauthorization Bill, which funds the four agency accounts.

In the most emphatic part of her address, Garvey expressed deep concern about the lack of guaranteed funding for FAA operations in the reauthorization.

"It's no secret that we remain deeply concerned about the operations budget and we will continue to press the case for the president's budget for safety and operating the ATC system."

Garvey pledged to use "every tool available" to create a system that responds to demand.



Tim Grovac was one of the FAA employees cited by Garvey during the Aero Club luncheon.

She cited an airline representative who praised the FAA's performance during a recent spate of severe weather. "It was phenomenal how well the command center let us operate with thunderstorms impacting the middle of the country and Chicago traffic. I don't know how to get across how good a job you guys did for us today," she quoted the representative as saying.

At the end of the speech, she recognized the contributions of agency staff who work behind the scenes to make the FAA succeed. Specifically, she mentioned Tom Spellerburg, Jesse Wijntjes and Jeff O'Leary who worked on the User Request Evaluation Tool that is being tested at the Memphis Center. She also cited Tim Grovac, manager of the System Requirements Branch at the Air Traffic Control System Command Center, who pulled together all the data for the Spring 2000 plan to reduce weather-related delays.



# Learning the Truth about the Squadron of Deception

They flew in weather conditions that often grounded the rest of the U.S. 8th Air Force. They jockeyed heavy bombers across the English Channel and the North Sea towards Nazi-controlled Fortress Europe, yet they didn't drop a single bomb. Their first mission was flown on a day that is a turning point in history — D-Day, the Allied invasion of France.

They were members of the 8th Air Force's 36th Bomb Squadron, a secret radar countermeasure unit during World War II now immortalized in a book by Stephen Hutton, an air traffic specialist at the Raleigh (N.C.) Automated Flight Service Station.

The book, *Squadron of Deception*, is the culmination of eight years of research and writing. Hutton focuses his story on the squadron's history, the experiences of its members, and in particular, the fate of "The Jigs Up," a B-24 Liberator that his father flew in as a tail turret gunner.

As a boy, Hutton listened to his father, Iredell, relate his war experiences aboard "The Jigs Up". Through a twist of fate, Hutton's father was assigned to another aircraft during a mission in late December 1944 that culminated with the crash of "The Jigs Up" in Northern Wales. Eight of the 10 crewmembers perished, drowning in the rough Irish Sea. Only the pilot and co-pilot survived.

After conducting exhaustive research, Hutton came to realize, "Because my father missed that plane, I'm here today." Curious about the plane's fate and the squadron it was part of, Hutton researched military records for years, but could find no information on the crash or the 36th. Persistence and luck paid off when he ran across a reference to the secret squadron in a book about the 8th Air Force. In 1990, he learned that information about the unit had been declassified during the late 1970s.

Through military records, interviews with 200 former members of the squadron, and diaries kept by his father and other



Iredell Hutton (back row, on right) and the crew of "The Jigs Up" pose after a mission.

crewmembers, Hutton pieced together an account of the unit and its history.

The 36th preceded bomber groups on their way to targets. Its mission was to jam the signals of enemy radar. Using "Mandrel" equipment, the squadron produced snow on German controllers' radar screens, interfering with the ability of enemy anti-aircraft batteries and fighters to locate and shoot down Allied bombers.

Even when the Allies grounded their fighters and bombers due to bad weather, the 36th still flew missions to keep the Germans guessing. The unit participated in a "spoof dialogue" mission, in which members read misinformation from a prepared script that was then "leaked" to the enemy over airwaves to sow confusion. During the Battle of the Bulge, the unit disrupted enemy tank communications.

In roughly a year, the 36th flew more than 220 missions and 1,200 sorties, nearly all of which were deemed effective by Allied Bomber Command.

These days, Iredell Hutton would tell you that his son probably knows more about the unit than he did when he was flying,

because aircraft crewmembers were briefed only on a "need-to-know" basis.

While his research brought him closer to his father's experiences, Hutton let the soldiers tell their story. "I didn't live during that time, so there's no way I could really feel what they went through," Hutton reasoned.

The photographs and the veterans' stories can only offer glimpses — albeit moving and monumental — of a group of men who fought for freedom in the world. The real story is engrained in the minds of these men.

That's the inspiration Hutton got from writing the book, and hopes others will take. "This whole country, this thing we call freedom is the most important thing. Here these men were, laying their lives on the line for America and the freedom we enjoy. The price paid by our servicemen and by people behind the scenes is the underlying theme of this book."

Schiffer Publishing Co., Atglen, Pa., publishes *Squadron of Deception*. Access the Web site at [www.36rcm.com](http://www.36rcm.com) to read more about the 36th.





# Operations Funding Remains an Issue

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operations. "I remain concerned about the possible effect of [this bill's] requirements on appropriations for air traffic control and other crucial safety functions funded by the FAA's operations account," Clinton said prior to signing the bill. "The bill creates an extra hurdle to fully funding the amounts authorized and required for FAA operations."

Clinton's remarks echoed those made by Garvey during a speech prior to the bill signing (see related story on p. 7). "It's no secret that we remain deeply concerned about the operations budget and we will continue to press the case for the president's budget for safety and operating the ATC system," Garvey said.

The bill also calls for the appointment of a chief operating officer to oversee air traffic control. This person will be appointed by the FAA administrator and serve a 5-year term.

A number of provisions in the reauthorization enhance aviation safety. Measures to stop the manufacture and distribution of fraudulent aircraft parts, protect "whistleblowers," and extend domestic travel protection for customers to include travel on foreign carriers, are all included in the bill.

But passengers should be prepared to pay a higher price for safety and expansion of the nation's aviation infrastructure. The bill allows a \$1.50 increase in the current \$3-per-segment Passenger Facility Charge.



President Clinton signs the FAA Reauthorization bill as (from left) DOT Secretary Rodney Slater, Sen. Ernest F. Hollings (D-S.C.), Administrator Garvey and Rep. Bud Shuster (R-Pa.) look on. Behind Shuster is Rep. John J. Duncan (R-Tenn.).

## People

### Leverenz Named to Regional Post

Ruth Leverenz has been named Southwest Region administrator. She has acted in that capacity since Clyde DeHart retired at the end of last year. Leverenz will continue as assistant administrator for Region and Center Operations.



Ruth Leverenz

### Mehan Announces Appointments

Ray Long has been named director of Information Systems Security by Dan Mehan, assistant administrator for

Information Services and chief information officer. This new office includes the functions and employees of Information Systems Security Infrastructure and Information Systems Security Implementation. Long will be responsible for the policy, implementation, and oversight of the agency's information systems security program.

He had been program director for NAS Operational Support.

Also, Marshall Potter has been selected as chief scientist and technical advisor for Information Technology. He will provide technical and scientific advice on all aspects of information technology, with special emphasis on strategic planning, information security, data management, process engineering, and investment analysis. Marshall had been working for the Department of Defense.



## Working at Fun at Sun 'n Fun



A youngster accesses information from an FAA Online Services Display.



Members of the Lakeland Temporary Flight Service team gather for Sun 'n Fun 2000.

While aviators and spectators had fun, fun, fun at this year's Sun 'n Fun in Lakeland, Fla., FAA employees made sure everyone was safe and sound.

It was a big responsibility considering that more than 40,000 flights were handled by FAA controllers for an event that drew between 600,000 and 700,000 people, April 8-15.

Year-long preparation and hard work by members of many FAA organizations made this one of the smoothest operations in years, according to Bob Hunt, supervisor at the Orlando Flight Standards District Office and FAA coordinator for Sun 'n Fun.

Employees from Air Traffic, Airway Facilities, Aviation Medicine, Flight Service stations, Flight Standards and the Logistics Division participated this year.

That doesn't mean the FAA contingent couldn't have a little fun of its own while they worked. The St. Petersburg Automated Flight Service Station, for instance, decided to go back in time to provide "old time flight service."

The brainchild of manager Robert Fishman, employees from the AFSS dressed

in white shirts and skinny ties and created a historical area within the operations facility at Sun 'n Fun. The display blended a running history of the flight service contrasting mementos from an earlier era with the latest weather briefing technology. The AFSS provided weather briefings and flight plan information to more than 10,000 pilots during the show.

This year's Sun 'n Fun marked the 10th anniversary of the FAA Aviation Safety Center, which hosts speeches, forums, presentations and seminars on safety issues. Many are filmed by the center's production unit for distribution to aviation groups around the country.

The center hosted nearly 70 forums and meetings during Sun 'n Fun attended by more than 7,000 participants. It also was the site of the traditional "meet the FAA" session, which featured Steve Brown, acting associate administrator for Air Traffic Services, Steve Zaidman, associate administrator for Research and Acquisitions, and Peggy Gilligan, deputy associate administrator for Regulation and Certification.



The FAA's Aviation Safety Center is rededicated on its 10th anniversary. Carolyn Blum, Southern Region administrator, is at center. Bob Hunt, FAA coordinator for Sun 'n Fun, is at right.



# FAA Restores Radar in Record Time

*continued from page 1*

Facilities employees, with help from the Boston Fire Department, secured the array from falling through the roof and paralyzing air traffic control at the airport.

With the main ASR-9 radar down, the air traffic control system immediately and flawlessly switched to composite radar service using data gathered from three facilities around New England.

Controllers adapted quickly to the composite service, which updates aircraft positions more slowly than the main radar and requires different procedures. Still, controllers kept flights landing throughout the emergency, although at a lower rate than normal.

The Air Traffic Control System Command Center in Herndon, Va., immediately notified airlines of the problem and set priorities for flights out of the airport.

Once the radar array was stabilized, the FAA assessed the damage and notified the FAA Logistics Center in Oklahoma City, Okla., which parts needed to be replaced. Logistics Center staff mobilized early Saturday morning to locate 63 parts needed to construct a new radar from scratch. Some parts had to be supplied by disassembling a test radar. Others had to be refurbished and all parts were tested before shipment.

Don Claypool, manager of quality

systems at the Logistics Center, credited Logistics Center staff with sticking to established processes in a hectic environment. "The excitement sometimes can be an impediment," he explained. "They had to deal with the adrenaline pumping on the other end of the phone [from FAA employees at Logan] and deal with it constructively."

By midnight Saturday, Logistics Center personnel had loaded an Air Force C-17 transport flown in to Oklahoma City to fly the oversized parts, including the array that measured 36 ft. wide and 17 ft. tall. After its pilots took mandatory rest, the C-17 flew to Boston, landing about 6 p.m. on Sunday with its cargo and five technicians from the Logistics Center.

By 8 p.m. on Sunday, Airway Facilities employees began to assemble the new radar. Four inches of rain fell over Saturday and Sunday night leaving the antenna site slick and dangerous. With the temperature in the 40s, the night was raw. U.S. carriers, who had offered support throughout the emergency, flew in extra parts.

Meanwhile, cancellations and delays were piling up at Logan. Airport officials faced an influx of passengers returning from the Easter weekend.

By 8 a.m. on Monday, Airway



The ASR-9 primary sail is hoisted into position.

Facilities, with assistance from the Tech and Logistics centers, completed assembly of the new radar. The system was tested and flight checked before beginning full operation just after 2 p.m.

A Massport spokesman said the FAA was on top of things from the moment the radar went down. "They did in 58 hours [a job that] was aggressively estimated to take 72 hours," the spokesman said.

"Airway Facilities did an absolutely wonderful job," said Ron Morgan, Air Traffic Service director.

Zalenchak credited senior FAA management support for the resources and coordination Airway Facilities needed to replace the radar. A telephone conference early Saturday morning drew as many as 50 top-level FAAers from many lines of business. "When you see that kind of support from the highest level of the agency, being out there in the middle of the night on a holiday weekend isn't so bad," he explained.

The questions and discussion that occurred during the numerous telecons raised issues that Zalenchak thought might have been missed otherwise and contributed to the success of the FAA effort.

Final touches are applied to the Mode Select antenna array. Six hours later, the system was up and running.





## Back to Headquarters

### Celebrate Asian Pacific American Heritage Month

Asian Pacific American Heritage Month will be celebrated at FAA Headquarters on May 11 with a training session and discussion of the video, "The Way Home." The video is a cultural study of 64 women from eight ethnic groups. The event will be held in Room 8BC from 1:30 – 3:30 p.m.

On May 30, an ethnic program is being planned in Room 8BC from 1-3 p.m. Details will be forthcoming.

### Celebrate the NBCFAE Anniversary

The NBCFAE Headquarters Region will celebrate its 10th anniversary June 20-22.



An opening ceremony will be held in the Headquarters auditorium on June 20 from 9:30 a.m. to 11:30 a.m.

A 2-day training conference is

scheduled June 21-22. More information will be available via broadcast messages and fliers. For more details, contact Doug Plummer at x78626.

### Looping the Loop

See how artists portrayed the dawn of a new era with "Looping the Loop: Posters of Early Flight" at the Air and Space Museum.

Thirty-two rare posters document the marketing of early flight from its infancy to the beginning of World War I. They were designed to generate excitement about flight and encourage consumers to spend their leisure time in the world of aviation.

The exhibition runs through July 9. For more information, contact the museum at (202) 357-2700.



*Meeting d/Aviation, Nice, 1910* is one of 32 rare prints on exhibit at the Air and Space Museum

Courtesy of the Allen Airways Flying Museum

### *The Mortgage Process*

May 11, FAA Headquarters, Room 5A  
Learn about the wide range of mortgage programs the credit union offers, as well as closing and associated costs from a local settlement attorney.

### *Home Buying*

May 24, Nassif Building, Room 6200  
Learn how to determine how much you can afford and how to make an offer, get house-hunting tips, find out about closing costs, what inspections are required or recommended, and more.

### *Make A SmartMove —*

#### *Preparing to Sell Your Home*

May 31, FAA Headquarters, Room 5A  
Learn about interviewing listing agents, showing your home effectively, reviewing offers and much more.

### Federal Credit Union Hosts Seminars

The Transportation Federal Credit Union offers free educational seminars to members on a wide range of topics. The brown bag seminars run from noon until 1:30 p.m. To reserve a seat, call x69400, ext. 3.

## FAA Intercom

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